

IN THE SPECIFICATION:

Please replace the paragraph beginning on page 11, line 3, with:

B<sup>1</sup> Referring now to FIG. 7, the invention can also be applied to dual power parallel powertrain as shown. This embodiment provides torque from both the front wheels 58 of the vehicle 60 electrically from the electric motor (or motor/generator) 24 and the rear wheels 62 mechanically from engine 10 through clutch 14 and CVT 18. Note that the block shown as CVT 18 could be a conventional continuously variable or automatic transmission. Note also that the CVT 18 is connected only to engine 10; the road and tires effectively connect the front and rear wheels together through the road 64, with the road 64 effectively acting as a shaft. It will be appreciated that the drive wheels may also be reversed, with the electric motor at the rear and the engine and CVT at the front of the vehicle. In this case, the electric motor controls the engine through the CVT, the output of which is controlled through the road. Thus, this configuration is effectively that of a parallel hybrid configuration and would be controlled using a hybrid of the embodiments shown in FIG. 4 and FIG. 5. The electric motor 24 can once again control the overall force of the vehicle so that the concept of engine and vehicle control shown in FIG. 4 is accomplished. The engine can then operate on the *IOL* with modulating torque from the electric motor 24. The advantage of this system is a small engine-CVT system relative to the high power electric motor that can be used for high fuel efficiency and performance.